

Approved For Release 2001/04/02 GIA-RDP69B00041R001900130002-3

PAGE 2

4395) SECRET TN 77785 NO DISCREPANCIES ON THIS LEG. SECOND AR WAS COMPLETED WITH 66,700 LBS FUEL ONBOARD. ARC-50 EXT ADF WAS INOP DURING THIS AND ALL SUBSEQUENT RENZEZVOUS. SECOND 2.90 MACH CRUISE LEG WAS FLOWN AS BRIEFED. THIRD AR COMPLETED WITH 66,600 LBS FUEL ONBOARD. THIRD CRUISE LEG WAS FLOWN AT 2.90 MACH. INS DISTANCE TO GO ERROR BEGAN BUILDING UP ON THIS LEG BUT WAS NOT A MAJOR PROBLEM. FOURTH AR COMPLETED WITH 66,700 LBS FUEL ONBOARD. FOURTH CRUISE LEG WAS FLOWN AT 3.10 MACH. INS ERROR HAD BUILT UP TO APPROX 75 NM BY THE END OF THIS LEG. DURING THE FINAL DESCENT, THERE WAS A FLIGHT CONTROL FEEDBACK (MAINLY ROLL) EVIDENCED BY STICK &SCILLATION. LANDING WAS NORMAL.

## D. DISCREPANCIES:

- (1) INS TERMINAL ERROR EXCESSIVE.
- (2) ARC-50 EXT ADF INOP.
- (3) FLIGHT CONTROLS FEEDBACK DURING DESCENT.
- (4) POSTFLIGHT REVEALED EXTENSIVE RIGHT AFTERBURNER DAMAGE. TOPSECRET TOR: 020738Z JUN 67

TOPSECRET

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OX	CART OF	PS	25X′	1A					
Ao	NC N	OPERATIONAL SO	RTIE REP	ORT.					
В.	(1)	ARTICLE 127,	FLT 203.			25X	1Δ		
	(2)	SORTIE NOX 51	2. 24 MA	Y 67.	25X1E				
	(3)	PILOT			20/(12	_			
	(4)	PURPOSE: DEP	LOYMENT.	ROUTE:					
		MISSION SUCCE							
	(6)	TAKEOFF 1740Z	, LANDED	2340Z. D	URATI	ONE	6:00.		
		T.O. DIRECTIO							
	(8)	T.O. GR WT 10	5,300 LB:	5, C.G. 21.	. 1 PEI	RCENI			
	(9)	T.O. DIST 780	Ø FT.						
	(10)	T.O. SPEED 19							
	(11)	RWY TEMP NOT	availabli	E.					
	(12)	NOT AVAILABLE	•						
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	(14)	MAX ALT 81,00	Ø FT.						
	(15)	MAX MACH 3.15							
	(16)	AB TIME: LEFT	4:45, R						
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	(21)	WA							
	(22)	TOTAL ACFT TI	ME: 371:2	25.					
		N/ A							
	(24)	CIT 385 DEGRE	ES AT 3:	10 MACH.					
C.	SUMM	ARY: TAKEOFF	NORMAL.	TOPOFF AI	R REF	UELIN	G COMP	LETED	

TOPSECRET

eroup t excluded from automatic downgrading and declassification Approved<sub>2</sub>5<sub>2</sub>η Release 2001/04/02 : ChARPP69B00041R001900130002-3

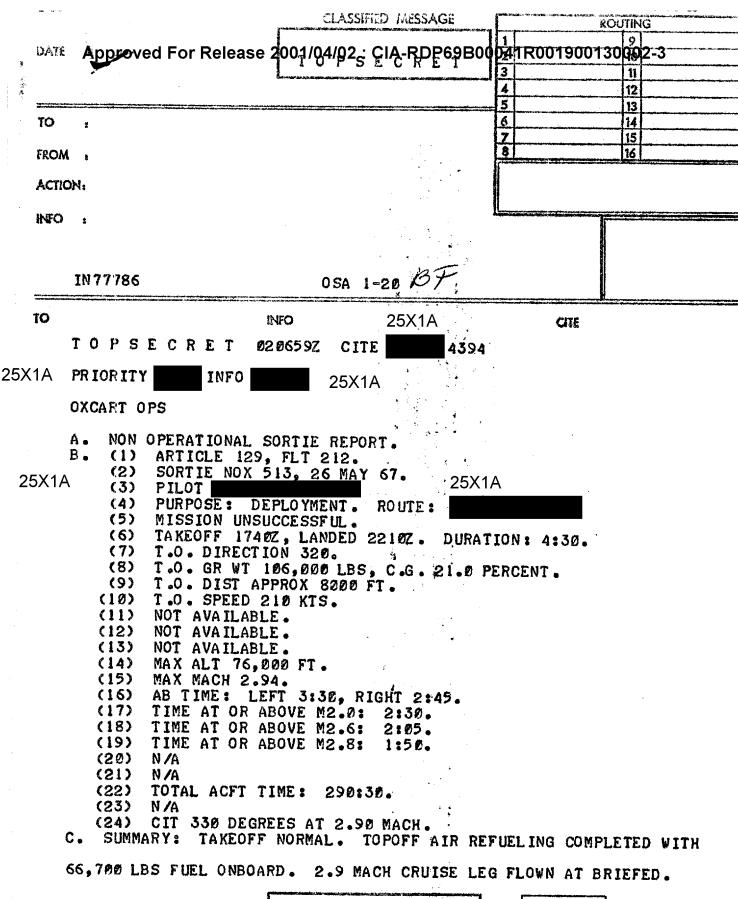
WITH 67,300 LBS FUEL ONBOARD. ARC-50 EXT ADF WAS INOP DURING
ALL RENDEZVOUS. FIRST CRUISE LEG WAS FLOWN AT 2.90 MACH AND WAS
FLOWN AS BRIEFED. 2ND AR COMPLETED WITH 67,300 LBS FUEL ONBOARD.
2ND 2.9M CRUISE LEG FLOWN AS BRIEFED. THIRD AR COMPLETED WITH
66,900 LBS FUEL ONBOARD. NORMAL IFR SYSTEM BECAME INOP AFTER A
HARD CONTACT AND AR WAS COMPLETED USING MBL. THIRD 2.9 MACH CRUISE
LEG FLOWN AS BRIEFED. FOURTH AR COMPLETED USING MBL, TOTAL FUEL
ONBOARD 67,000 LBS. DURING FOURTH CLIMB, THE IDI MACH AND KEAS
BECAME INOP. PILOT CONTINUED LEG USING PRIMARILY INS GROUND SPEED
AND CIT FOR SPEED INDICATION. LEG WAS FLOWN WITH NO UNDUE
HARDSHIP. DESCENT AND LANDING NORMAL. AFTER LANDING, THE

## D. DISCREPANCIES:

- (1) TDI MACH AND KEAS INOP, LAST LEG.
- (2) NORMAL INFLIGHT REFUELING SYSTEM INOP, LAST TWO AR'S MBL WAS GOOD.
- (3) DRAG CHUTE DIFFICULT TO DEPLOY.
- (4) ARC-50 EXT ADF INOP.

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## TOPSECRET



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SROUP I EXCLUDED FROM AUTO-MATIC BOWNSHAPING AND DECLASSIFICATION 25X1A

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SECOND AR COMPLETED WITH 66,400 LBS FUEL ONBOARD. SECOND 2.9 MACH CRUISE LEG FLOWN AS BRIEFED. NO MAJOR DISCREPANCIES THUS FAR IN THE FLT. THIRD AR COMPLETED WITH 65,000 LBS. THIRD CRUISE LEG FLOWN AT 2.9 MACH. APPROX HALFWAY TO WAKE, THE INS DISTANCE TO GO STUCK AT 1200 DTG, AND LATER BEGAN INCREASING RATHER THAN DECREASING. INS BECAME PROGRESSIVELY WORSE. DESTINATION COORDINATES WERE MOVING FOR NO APPARENT REASON. PILOT WAS UNABLE TO SELECT ANY POSITION COORDINATES AND GROUND SPEED SEEMED TO BE WORKING, BUT PILOT COULD NOT BE SURE OF THEIR ACCURACY. HEADINGS AND SPEED INDICATION SEEMED TO BE ACCURATE, AND PILOT COULD NOT SELECT ANOTHER DESTINATION SO HE PROCEEDED ON TO WAKE. DURING THIS CRUISE, THE RIGHT FWD BYPASS DOOR BEGAN CYCLING FULL OPEN. THERE WAS ONE MILD AD, PILOT WENT TO MANUAL DOOR OPERATION AND THE CYCLING DECREASED BUT DID NOT DISAPPEAR. APPROACHING WAKE, PILOT HAD NO HF CONTACT AND WAS UNABLE TO CONTACT TANKERS ON UHF. DESCENT WAS BEGUN BASED ON TIME FLOWN. PILOT SIGHTED WAKE VISUALLY AND LANDED. THERE HAD BEEN ONE WAKE TACAN READOUT AT 268 NM, THEN NO FURTHER CONTACT. LANDING MADE WITHOUT INCIDENT.

## D. DISCREPANCIES:

- (1) INS MALFUNCTION AS DESCRIBED.
- (2) UNABLE TO MAKE HF VOICE CONTACT.
- (3) ARC-50 EXT INOP AT FOURTH RENDEZVOUS POINT (WAKE).
- (4) RANDOM ELECTRICAL TRANSIENTS DURING CRUISE .
- (5) RIGHT FWD BYPASS DOOR MALFUNCTION AS DESCRIBED.

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